

## Fuel oil non-availability report

NOTE: Send this report via email to: [marine-eca@epa.gov](mailto:marine-eca@epa.gov)

Name of Vessel:	Alpine Maria	Flag:	Liberia	IMO Number:	9655975
(if other relevant registration # enter here) :Official Number		16402			
Provide a description of the vessel's voyage plan in place at the time of entry into the North American ECA (Attach copy of plan if available) :					
<ol style="list-style-type: none"> <li>1. ECA TO PERAL HARBOUR PILOT STATION (PLEASE FIND ATTACHED)</li> <li>2. PS TO BERTH HOTEL3(PEARL HARBOUR)</li> <li>3. HOTEL 3 BERTH TO BERTH 51A(HONOLULU)</li> <li>4. BERTH 51A TO DROP PILOT HONOLULU</li> <li>5. DROP PILOT HONOLULU TO DRIFTING PSN OPL KAHULUI</li> <li>6. DRIFTING PSN TO PILOT STATION KAHULUI</li> <li>7. KAHULUI TO EXITING ECA AREA (PASSAGE PLANING)</li> </ol>					
Port of Origin:	Okinawa, Japan	Date:	23 Sept 2014		
Port of Destination:	Kunsan, Korea	First US port of Arrival:	Pearl Harbor		
Date vessel first received notice that it would be transiting in the N. American ECA:					22 August 2014
Vessel's location at the time of notice:		Korea, Tongyong shipyard			
Date/Time ship operator expects to enter N American ECA:			15 Sept 2014 – already entered		
Date/Time ship operator expects to exit N American ECA:			ESTIMATED: 3 Oct 2014		
Projected days ship's main propulsion engines will be in operation within N American ECA:					Approx 1 day depending on berthing once LSF is depleted
Sulfur content of fuel oil in use when entering and operating in the N American ECA:					From September 16 <sup>th</sup> to approx. October 2 <sup>nd</sup> 0.27%  October 3 <sup>rd</sup> 3.360 %
Provide a description of actions taken to attempt to achieve compliance prior to entering North American ECA, including a description of all attempts that were made to locate alternative sources of compliant fuel oil, and a description of the reason why compliant fuel oil was not available:					
<p>Upon vessels departure from the yard in Ulsan and prior to her maiden voyage (Onsan to Okinawa to Pearl Harbor) the vessel loaded her LSF tank to capacity 120 MT. At the time of fixing this was sufficient low sulphur fuel to discharge in Pearl Harbor and sail back to Korea for next employment.</p> <p>During discharge at Pearl Harbor a Molasses cargo was fixed for loading out of Kahului to discharge into Korea. At the time of fixing and upon sailing Pearl Harbor the vessel still had enough compliant LSF on board to load the Molasses cargo and depart from the eca zone en route to discharge in Korea. Unfortunately, once the vessel arrived at Kahului for loading we were informed by local agents that operations would be delayed until approximately October 1<sup>st</sup> or later due to berth availability. Instead of loading the cargo and proceeding to the discharge port the vessel will have to load partial cargo then proceed out to a safe a drifting area 30 NM away from shore in order to allow a scheduled Cruise Ship safe access to the area. This unexpected shift and the necessity to heat the cargo for the duration of the delay has left the vessel unable to comply with the ECA regulations basis the current LSF ROB. After contacting our local supplier in the area , Hawaii independent , it was made clear that there is no LSF availability in Kahului to replenish the vessel. Basis current estimates the vessel will have</p>					

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enough LSF on board to burn for the majority of the load ops but upon sailing we expect approx. 35 MT of HSFO to be consumed on the outer leg of transit. The vessel has remained compliant for all other portions of this voyage and this exemption is meant only to cover the contingency of running out prior to complete departure from the area.

[illegible]

If Applicable
<p data-bbox="84 1556 1477 1614"><b>Describe any operation constraints that prevented using available compliant fuel oil (e.g. with respect to viscosity or other fuel oil parameters):</b></p> <p data-bbox="84 1660 1477 1884">Initial plan was that vessel will discharge her cargo of Jet A1 and will departure Hawaii heading for Korea on around middle of September 2014. Plan was changed and now vessel will load in Kahului, Maui 9500MT molasses until end of September. As per agent planning, vessel is scheduled to enter and exit loading port several time and no anchorage available on port roads. Vessel was instructed that each time when taken out from berth must stay adrift in a safe area (around 30Nm away from shore). Molasses it is a heated cargo and after will be received on board we need to heat the cargo and recirculated leading to extra LSHFO consumptions.</p>

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Specify steps you have taken, or are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blends:

Vessel will make best efforts to reduce consumption while waiting and heating the Molasses cargo in the hopes that current ROB will be sufficient to exit the ECA zone however the deciding factor will be the berths availability .

Describe availability of compliant fuel oil at the first port-of-call in the United States, and plans to obtain that fuel oil:

Vessel will be exiting the eca sailing to Korea after completion of loading.

If compliant fuel oil is(was) not available at the first port-of-call in the United States, list the lowest sulfur content of available fuel oil(s) or the lowest sulfur content of available fuel oil at the next port-of-call in the United States:

NA

List below U.S. ports visited in the last 12 months:

If vessel or owner/operator has submitted a Fuel Oil Non-Availability Report to the United States Government in the previous 12 months, list the number of Fuel Oil Non-Availability Reports previously submitted and provide details on the dates and ports visited while using non-compliant fuel oil:

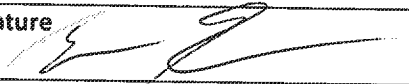
Name	Date	Did vessel use compliant fuel oil? (yes/no)					
a)		Y	Report	Date	Port	Type of Fuel	Comments
b) Pearl Harbor	16 Sept2014	Y	1)				
c) Honolulu	20 Sept2014	Y	2)				
d) Kahului	22 Sept 2014	Y	3)				
e)		Y	4)				
f)		Y					
g)		Y					
j)		Y					
i)		Y					
k)		Y					

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Ship Master Name:	Costescu Mircea	Ship Operator Name:	ST Shipping and Transport Pte Ltd.
Legal Agent in the U.S.:	Transmarine Navigation Corp	Ship Owner Name:	Aleppo Shipping
Name of designated Corporate Official: Louise Bullen			
Address (Street, City, Country, Postal Code): 301 Tresser Blvd. Stamford, CT 06901		Tel. Num.:203-328-4965	

I hereby certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and complete. I am aware that there are significant penalties for knowingly submitting false statements and information, including possibility of fines and imprisonment pursuant to 18 U.S.C. 1001

Signature 	Print Name <i>Marcus Souza</i>	
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